Daily Diary Report by Bid Item

Contract No.: **04-0120F4**
Diary #: **124** **Const Calendar Day:** 314 **Date:** **19-Jul-2010** **Monday**
Inspector Name: **Wilcox, Jason** **Title:** **Transportation Engineer**
Inspection Type: Intermittent
Shift Hours: 06:30 am 05:00 pm **Break:** 00:30 **Over Time:** 02:00
Federal ID:
Location:
Reviewer: **Jefferson, Paul** **Approved Date:** 11-Nov-13 **Status:** Approved

04-0120F4
04-SF-80-13.2/13.9
Self-Anchored
Suspension Bridge

Weather

Temperature **7 AM** 40 - 50 **12 PM** 50 - 60 **4PM** 50 - 60
Precipitation **Condition** Clear

Working Day ☑ If no, explain:

Diary: Dispute ☐

General Comments

FIELD WORK:
See Thanh Le's diary for details on the W-Line and David Bradd's for the E-Line.

•Arrived at the YBI office first thing this morning to update the progress spreadsheet .
•Thanh Le was called by Dan Hester to perform torque testing on the Bike Path beam bolts that were tightened on Friday. They are the M30X90mm bolts tightened by the bolt head. The 90mm bolts were tested at the end of the day Friday, and Bob Brignano sent out an updated torque values sheet, which we looked at to get the latest information. By 1100 hours Thanh came into the Burma Rd office to tell me that some bolts had failed. On the first beam, 3 bolts were tested and the last one failed. They tightened all of the bolts again and two failed. A similar situation happened at the second beam. It was observed that one of the beams has a shim plate under the top splice plate, but the others do not. When looking at some of the connections, it appears as though a shim plate would increase the amount of contact between the plate and the beam, decreasing the amount of failed bolt tests. I have to go out to the field again to confirm.
•Arrived in the field today around 1400 hours and observed Thanh observing the bolt torque testing of the Bike Path beams top splice plates. See his diary for the results. In short there were a couple bolts that failed the test. Mostly it was a bolt at the corner of the splice plate. These were tightened again, and if failed, replaced and tested again. With a new bolt in place and tightened, it passed.

OFFICE WORK:

•Update progress spreadsheet.
•Update and review diaries
•Bill Levell informed me that an NCR/Incident Report written on Friday is going in today regarding a Class A indication found by QA that QC did not pick up on.

CONVERSATIONS:

•While out in the field, I spoke with Dan Hester about one of the top splice plates on Bike Path beam PP43. It is bent. Most likely because of the vertical plate that attaches to the OBG Edge Plate. This is forcing the plate up. When looking at the side of the plate, one can see light through to the other side. This is directly under the final row of bolts. Since this is a slip-critical connection, I said that the surfaces must be in contact and that this plate fit up is not acceptable. He said he will grind the face area that is causing the problem then replace the top splice plate.

Accrued 2 hours of overtime today covering the Contractor's hours and updating the progress spreadsheet.

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